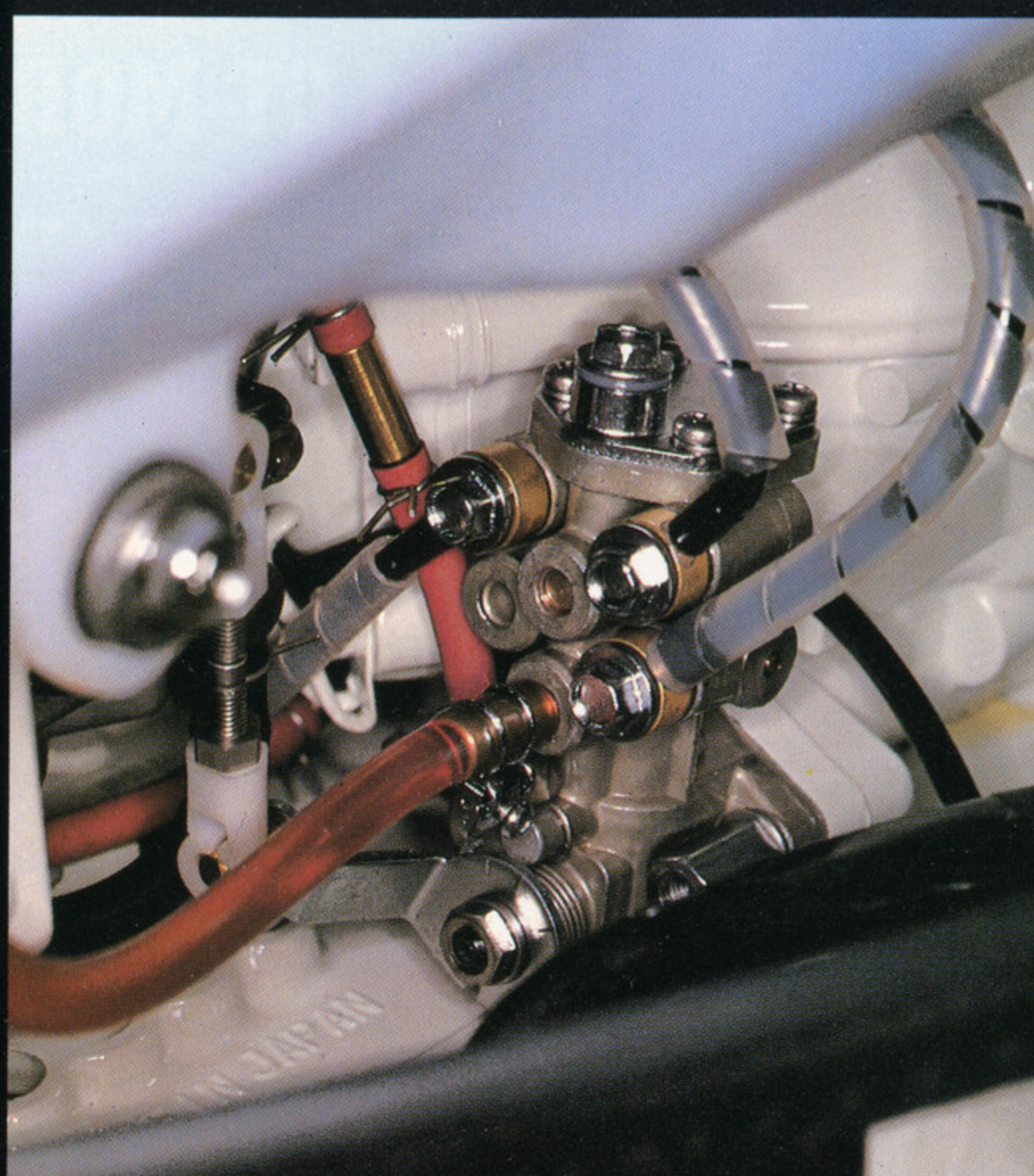


SUZUKI

FOR THE 80'S:

A LOT MORE RUN FOR YOUR MONEY.





THE STORY OF OIL-INJECTION:

Oil-Injection. A big part of our story in '81. Only engines manufactured by Suzuki have it. It's pure Suzuki technology ... a proven technology our engineers converted from our motorcycle line, and turned loose on the water. Oil-Injection — exclusive on the Suzuki DT140, DT115 and DT85!

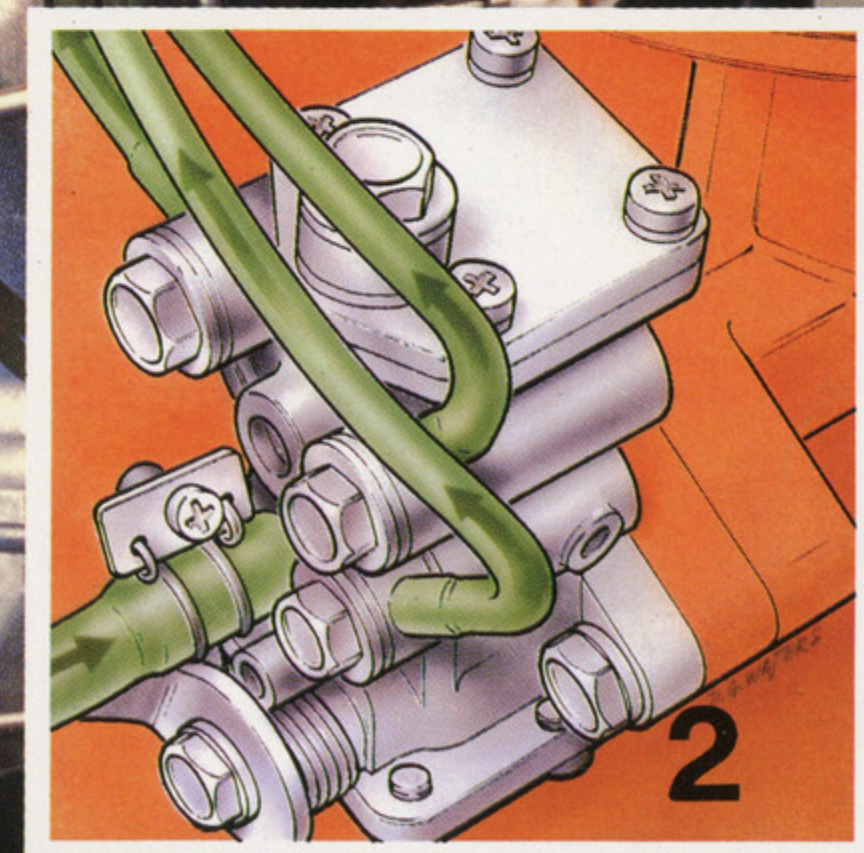
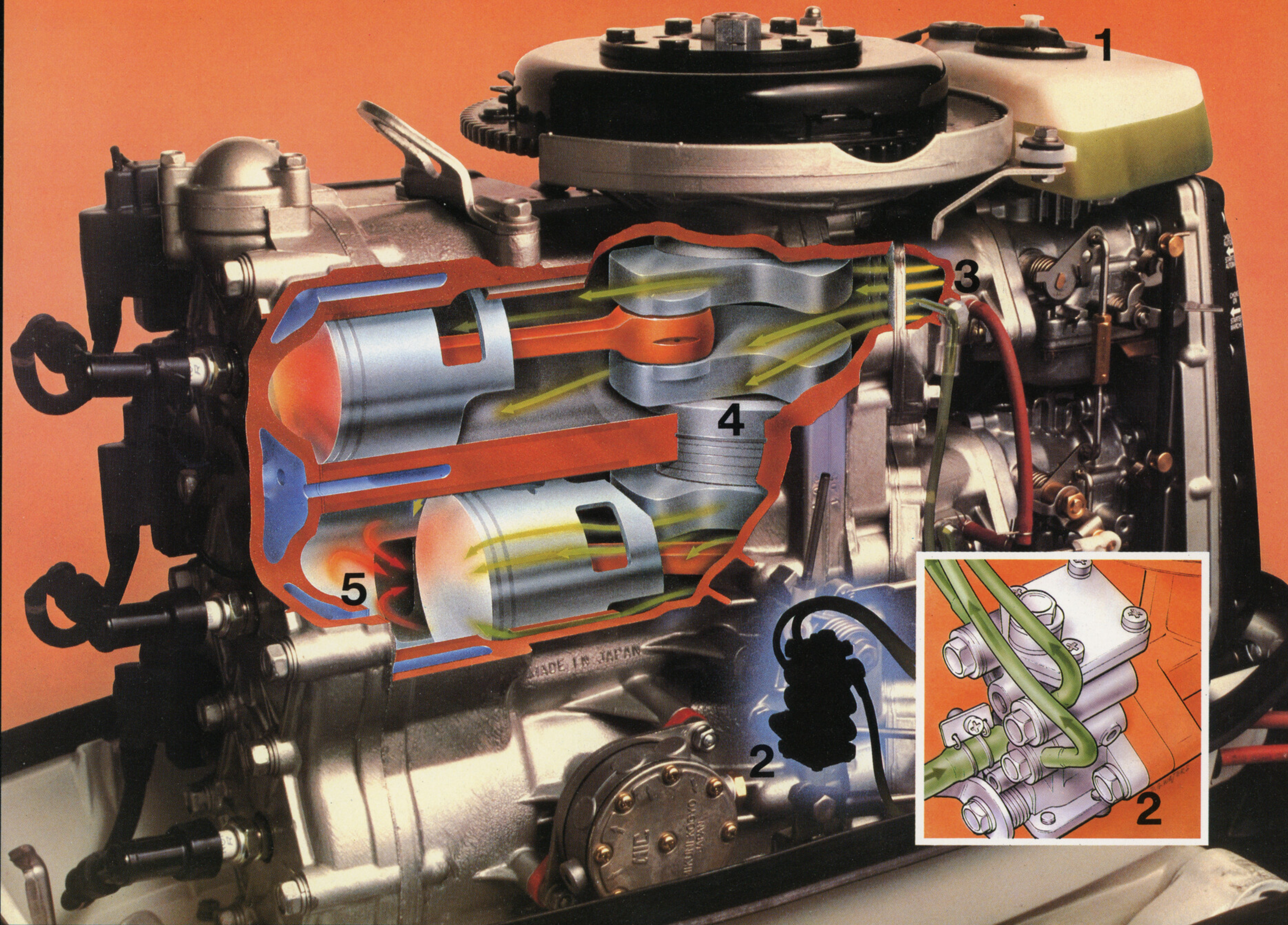
This highly-advanced marine lubrication system mixes oil and gas to meet changing engine demands. **Automatically.** So you always have the right fuel mix. Whether you're trolling. Or at full throttle. Or whatever.

You simply pour gas in one tank, oil in another (1) ... the system does the rest. A cam-driven pump (2) transfers the oil from the reservoir to the manifold (3). Here, it's metered, mixed with the fuel, then drafted through the crankcase (4) to lubricate the engine before entering the combustion chamber (5).

Those days of guessing at the proper fuel-to-oil ratio or hunting for places with pre-mix are gone forever. But Oil-Injection is more than just convenience. By **always** supplying the correct ratio, many problems are averted. Like engine seizures. And spark-plug fouling. You run longer and more efficiently. Which means less headaches. And less bills.

Of course, there's a lot more to Suzuki than just Oil-Injection. But it's certainly a powerful opener. On the following pages, you'll see. Now, more than ever, Suzuki Outboards in 1982 deliver more run for your money!





DT140 • DT115 • DT85

Here they are. The top-of-the-line Suzukis. A thunderin' threesome that are a triple-threat when they hit the water. The four-cylinder DT140 and DT115, and the three-cylinder DT85 are just right for big bassin' boats, offshore fishing rigs, and high-speed runabouts.

This trio is also as efficient as it is powerful. All three feature Oil-Injection, Suzuki's latest outboard innovation. This highly refined system produces a cleaner exhaust while consuming less oil. And problems like plug fouling, even at trolling speeds have been virtually eliminated. The system is so advanced it even warns you when your oil level is low. An early warning buzzer lets you know when you have at least an hour's running time left. A convenient flip top lid on the cowling allows you easy access to replenish your oil supply. Combine this technology with the fact that we rate horsepower at the prop, and you're looking at some pretty smart muscle machines.

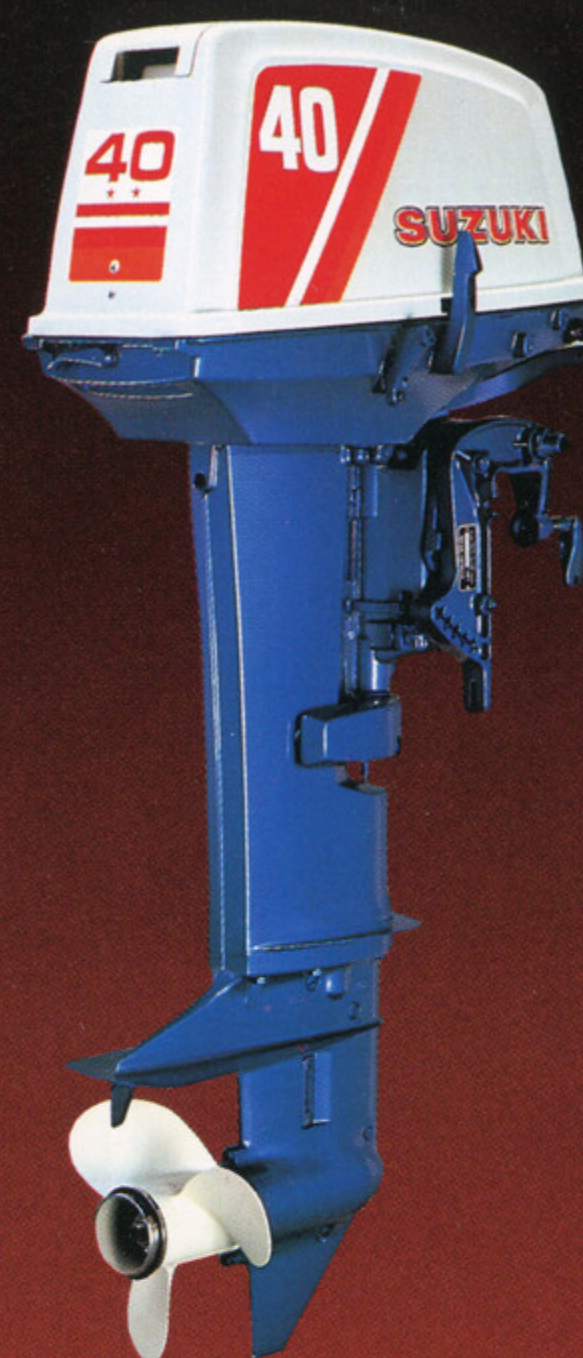
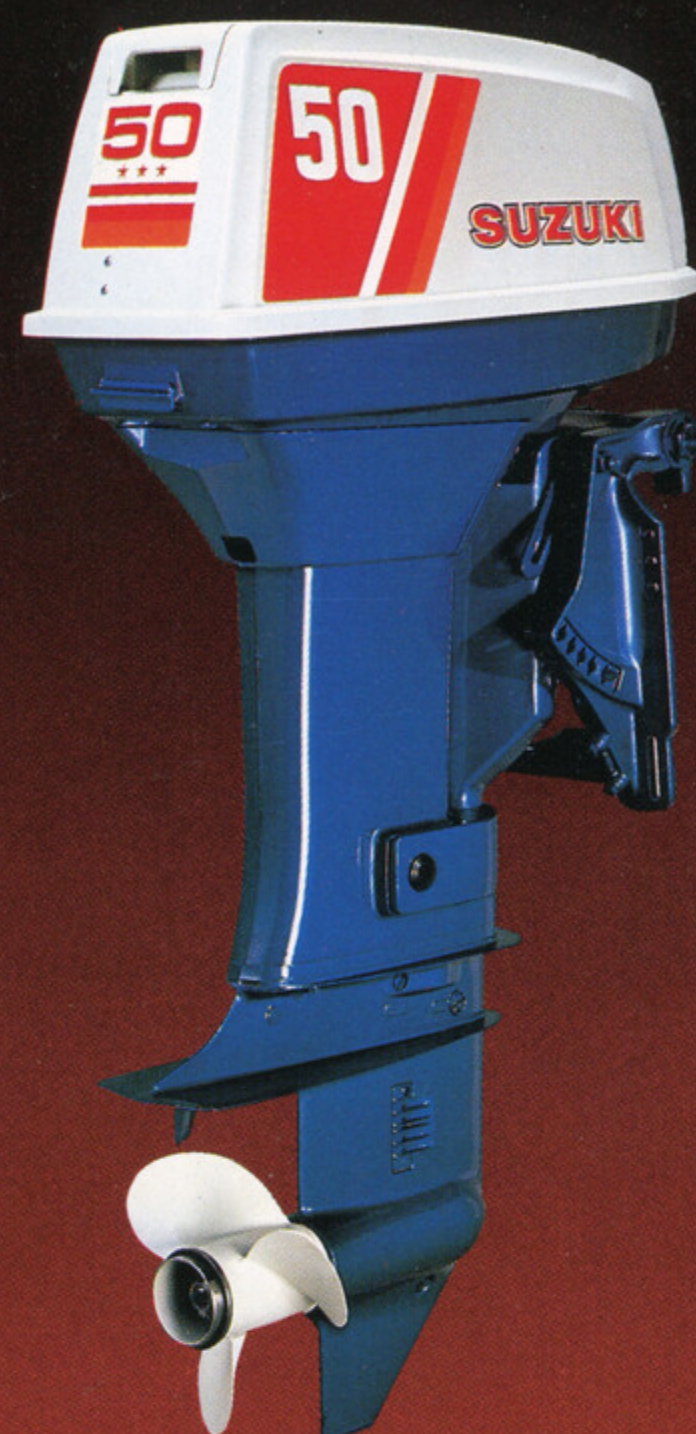
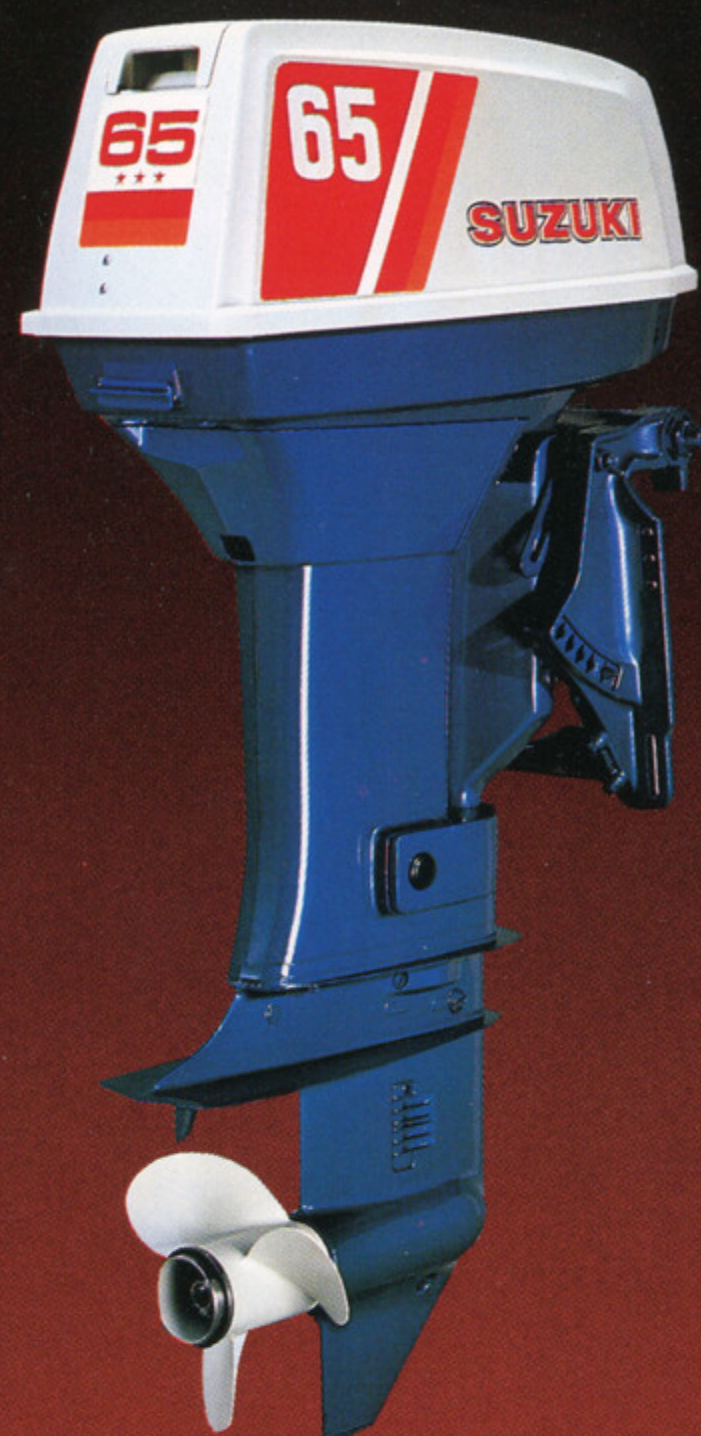
And this is only the beginning of a long list of other standard features. Like Pointless Electronic Ignition. A pressure/temperature controlled cooling system. A single lever remote control with electric start and choke. A thumb-activated power tilt and trim. And a built-in 80 watt alternator and a 200 watt charging coil.

Standard with the DT115 and DT140 is a built-in trim sensor and gauge which tells you when you've reached the best trim angle for maximum performance.





DT65 • DT50 • DT40



The mid-range Suzukis. A powerful trio with enough middleweight wallop to conquer any body of water. And since ours are rated at the prop, you have at your command every bit of the smooth horsepower you pay for. That translates into clean, responsive speed. The DT65 is perfect for workboats or fishboats. The DT50 is ideal for skiboats or cruisers. And the DT40 is just right for bass and aluminum boats, and those bigger inflatables.

Not only are these three easy-to-pack, but they're packed full of features you wouldn't expect to find in their class. Like Pointless Electronic Ignition for no-hassle starts. And through-the-hub exhaust for an even higher power output.

The electric versions of the DT65, DT50, and DT40 also share other features like remote control gearshift with neutral start interlock. Pressure/temperature controlled water cooling. A built-in 80 watt alternator. And optional thumb-activated power tilt and trim is available for the DT50 and DT65. Unique to the DT40 electric model is its overhead recoil starter, perfect for commercial fishing use.

The DT65, DT50, and DT40 boast 5 trim positions and a choice of short and long shaft. The DT50 and DT40 manual models are also available with overhead recoil starters.





DT25 • DT16 • DT9.9

These spirited two-cylinder power-houses can cut a lake down to size in no time flat. Under their efficient, portable exteriors lie enough horses to drive anything from smaller boats and inflatables to sailboats and yacht tenders. The combination of power, portability, and economy have made these Suzuki models true favorites.

Another reason these smaller engines are so popular is the host of "big engine" features that come as standard equipment. Take, for instance, the Pointless Electronic Ignition system with mechanical timing advance. And new for 1981, the DT9.9 and DT16 join the DT25 with through-the-prop exhaust which helps minimize fuel consumption while still maintaining peak operating efficiency. Forward/neutral/reverse gearshift with neutral start interlock. Vibration-isolated mounts. Sound-sealed cowling. A throttle-mounted kill switch. A shock absorbing propeller. And, of course, all three have their horsepower rated at the prop.

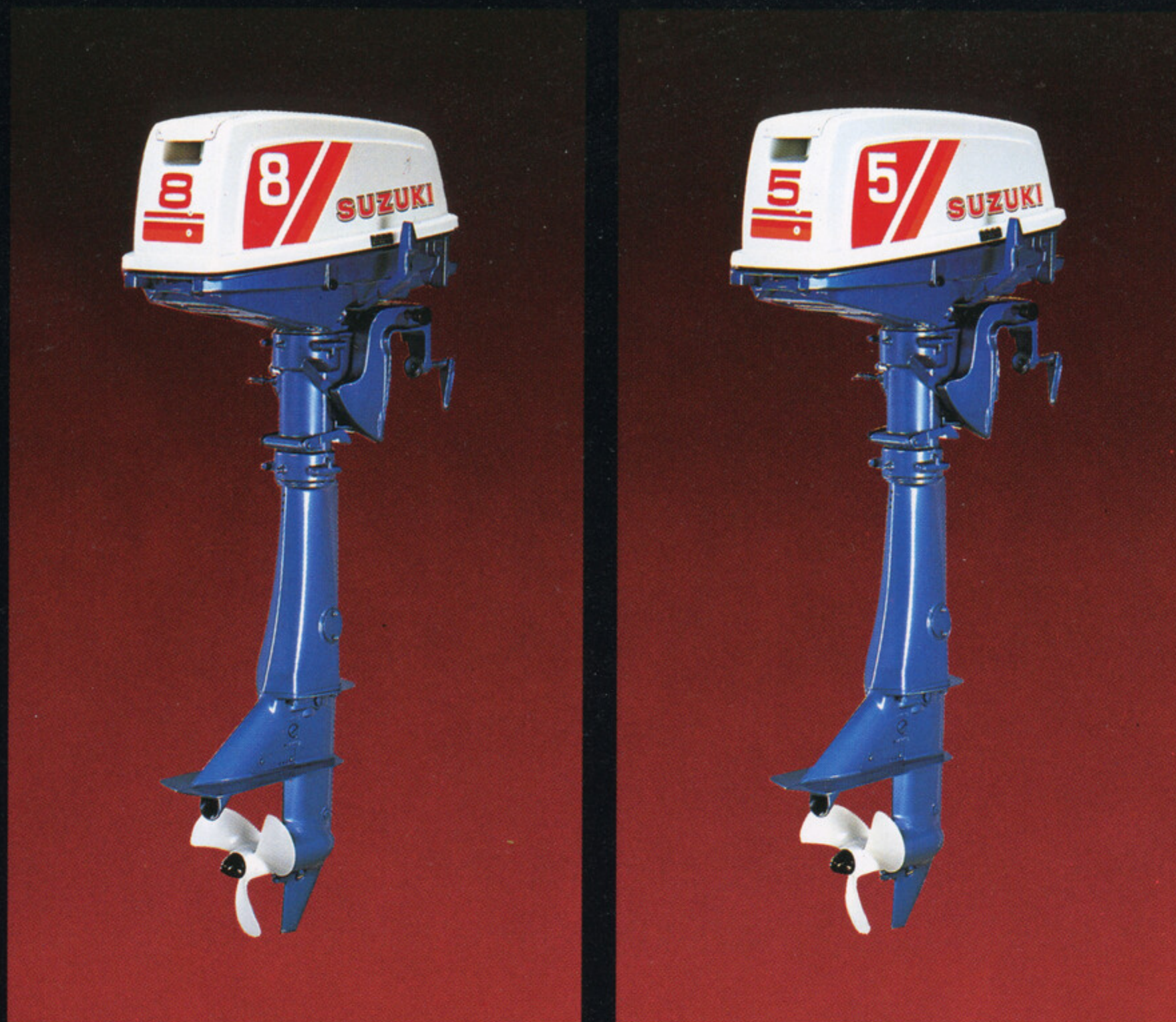
The DT25, DT16 and DT9.9 are also distinguished by such things as displacement water pump cooling. A built-in 80 watt alternator. And a 4 position trim adjustment with optional remote control.

The DT25 offers additional advantages: A choice of manual start or electric start models with electric choke. Both models have tiller handles and overhead recoil starters.





DT8 • DT5

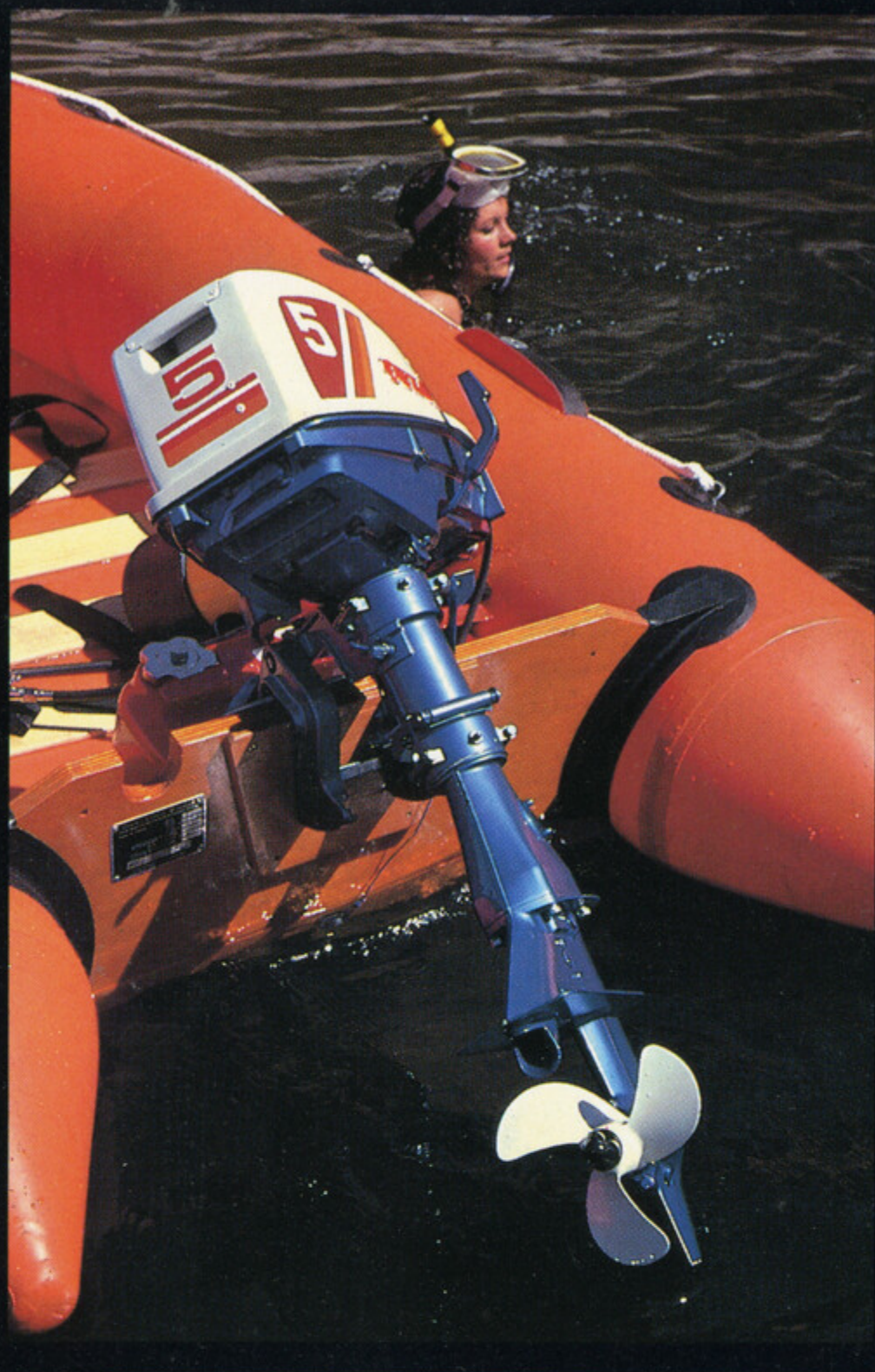


Here are a couple of feisty bantamweights designed to deliver all the power you pay for. Plus a whole lot more. Smooth, efficient machines that can not only do the job, they can make it a pleasure. And the best thing — they're easily affordable.

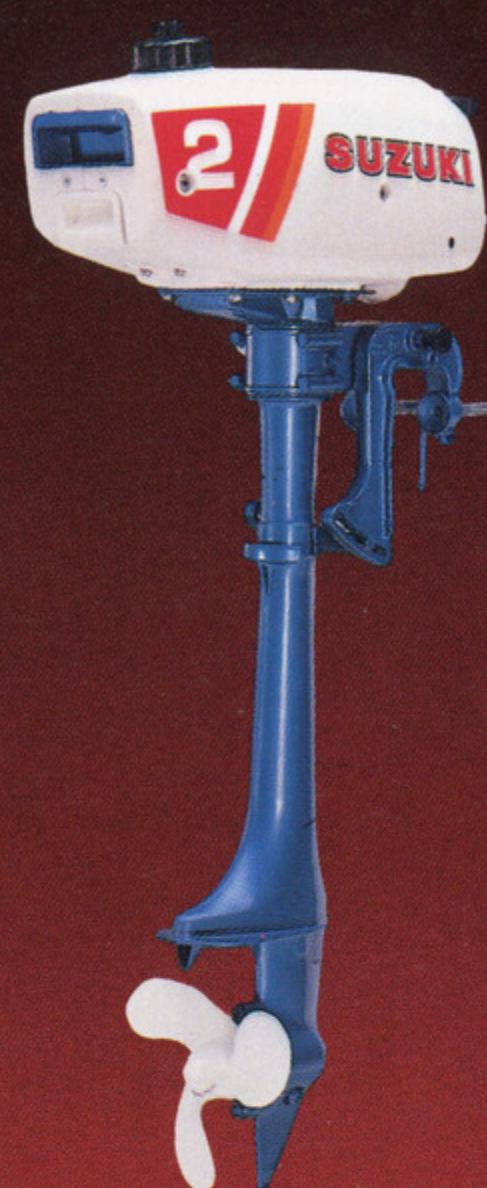
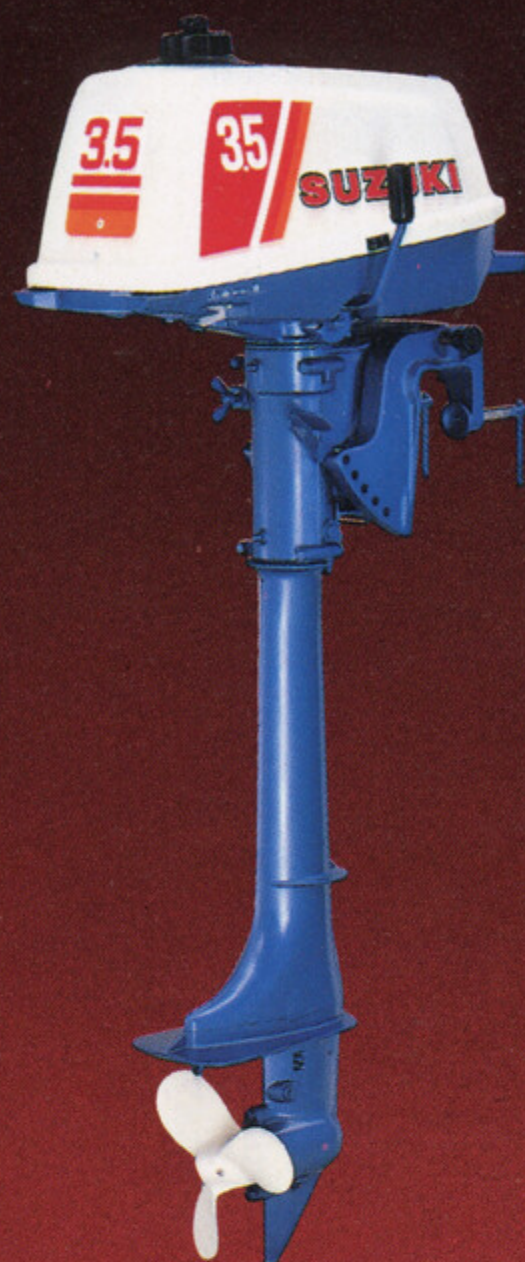
Both of these clean machines are ideal for fishing boats, sailboats, yacht tenders or inflatables. And they're chock full of features you'd only expect to find in those "higher-horsepower" models. Like Auto-Slant, a system for underwater impact protection. And new for 1981, the DT5 and DT8 now have Pointless Electronic Ignition, which ensures a fast start, even after long periods of non operation. These lightweight quiet models also feature forward/neutral/reverse gearshift with automatic reverse lock. Variable-volume water pump. Shock absorbing propellers. A built-in 80 watt alternator (DT5:OPT). Throttle-mounted kill switch. Optional battery charger and remote control. Rugged construction and corrosion protection. And, as always, with Suzuki, horsepower is rated at the prop.

For the maximum amount of go in the scaled-down class, take a look at the DT8 and the DT5.





DT3.5 • DT2



The toughest little twosome that ever hit the water. These gas misers turn ounces of fuel into pounds of thrust. And because the horses are rated at the prop, the DT3.5 and DT2 are both loaded with **real** power. Power that translates to quick, responsive, speed.

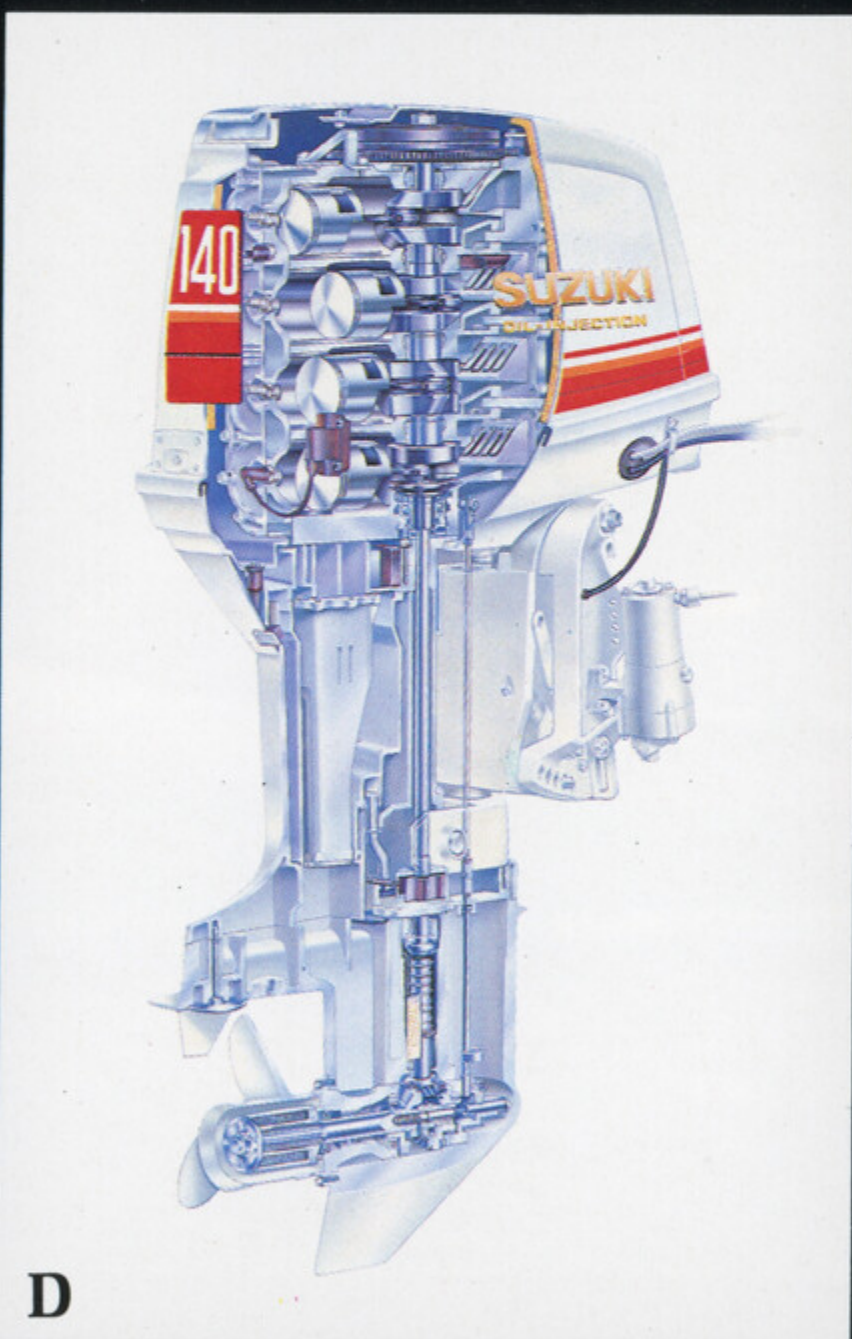
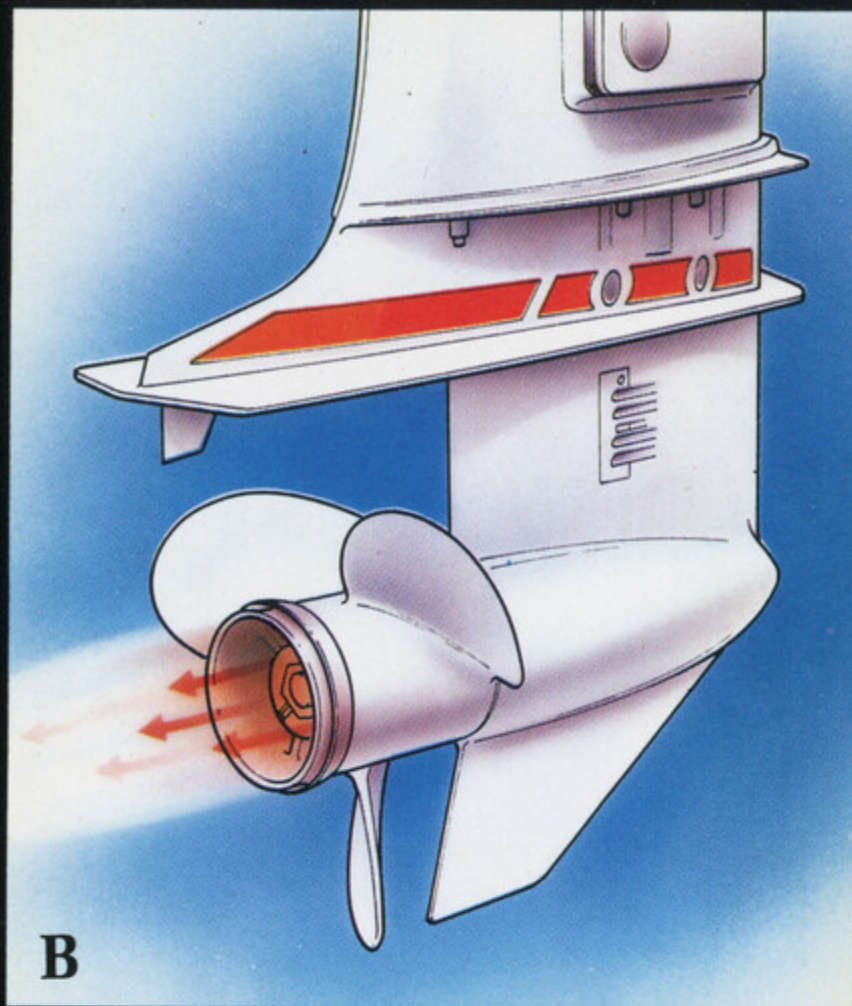
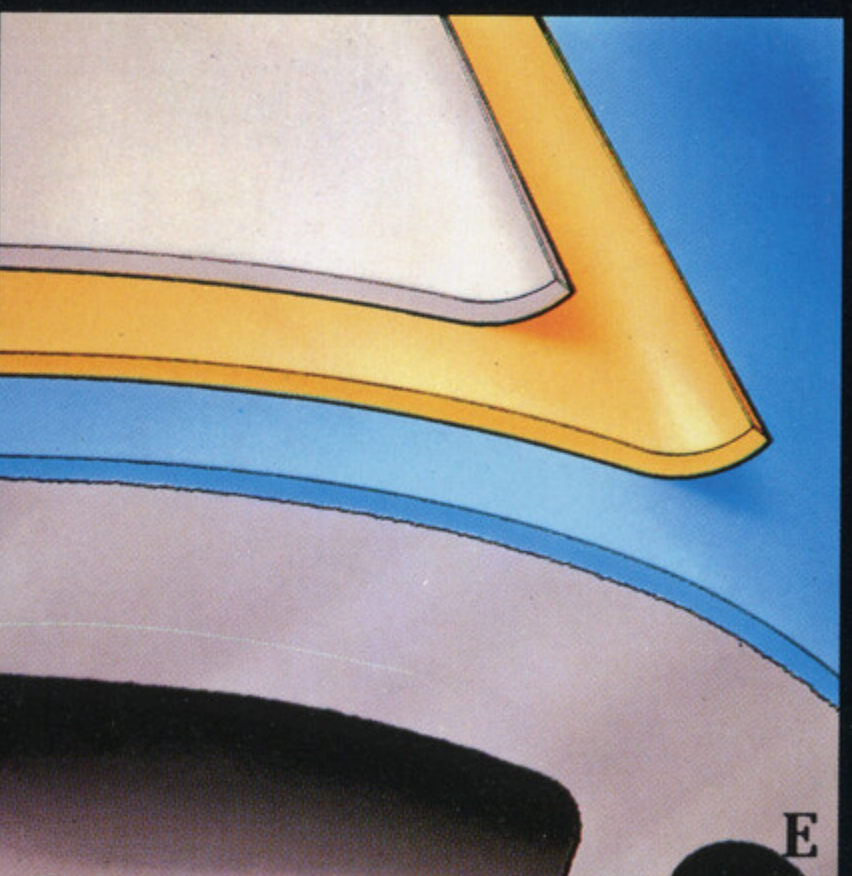
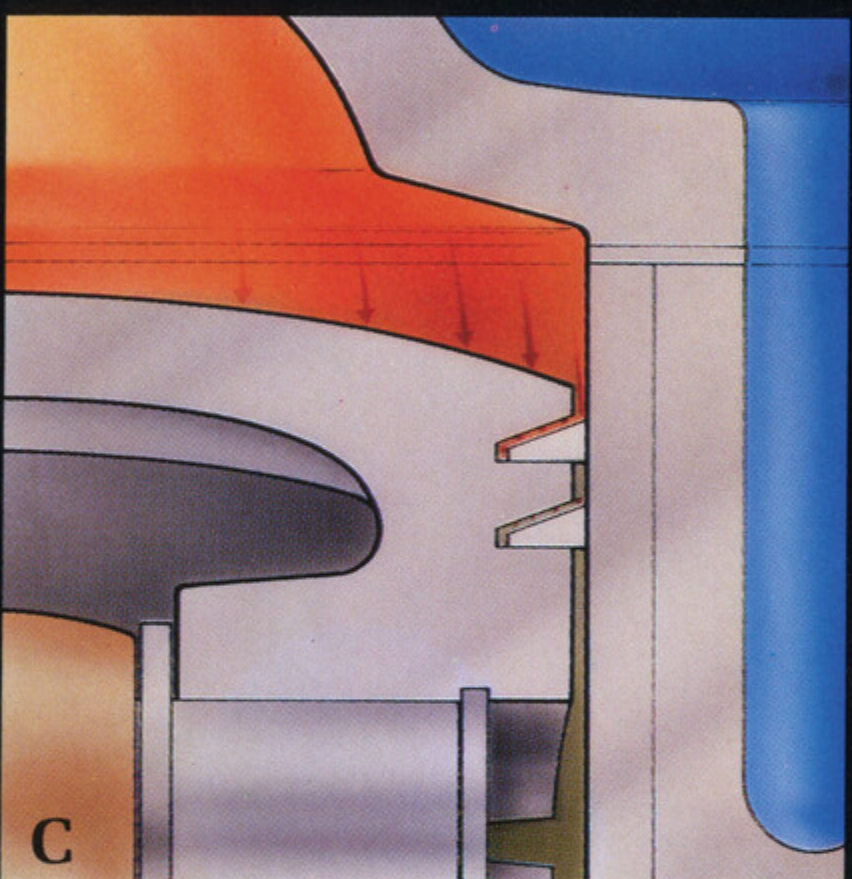
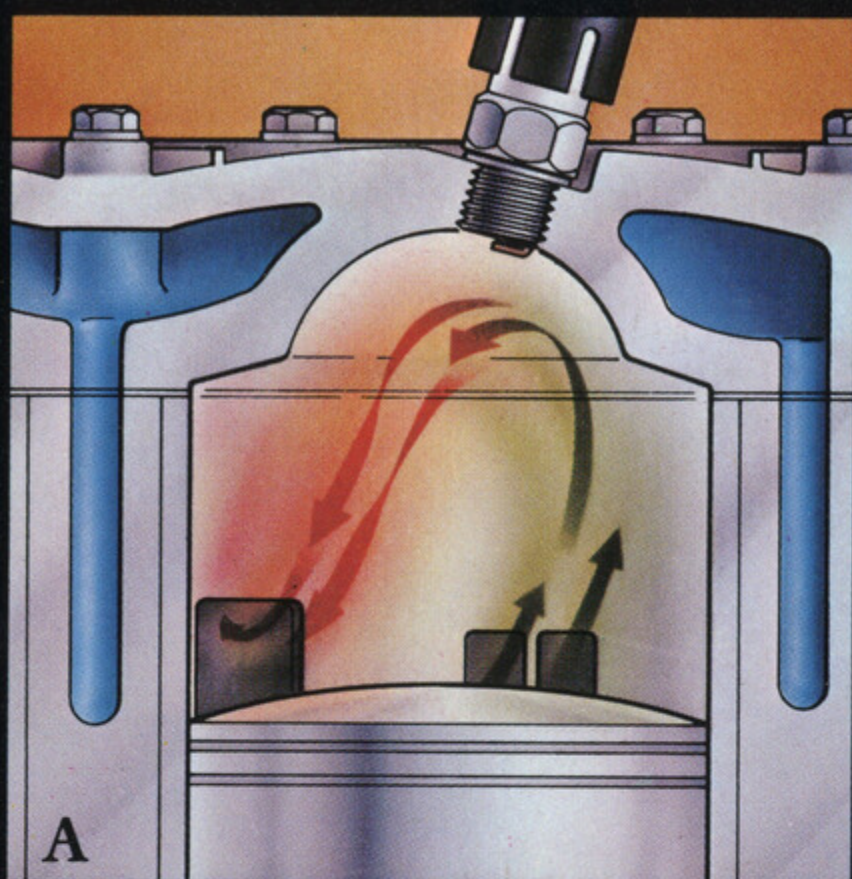
This lightweight breed is the perfect companion for your canoe, inflatable, or car-topper. And weighing in at 22 lbs., the durable DT2 is the lightweight champ of its class. Both are generous on features, too. Like 360° pivot for docking control. Built-in fuel tank for added convenience. And stainless steel water pump, keystone piston rings. Variable-volume water cooling system rugged construction and corrosion protection as on all Suzuki models. There's even an adjustable co-pilot to hold your boat on course.

The DT3.5 also incorporates a forward/neutral gearshift, and can be used with an optional remote gas tank to extend operating range.

Both of these mighty minis run on regular as well as unleaded fuel.







A. LOOP CHARGING
B. THRU-THE-PROP EXHAUST
C. KEYSTONE PISTON RINGS
D. DT140 CUTAWAY
E. ANTI-CORROSION PROTECTION

FEATURES:

MIKUNI CARBURETION (ALL MODELS)

A highly refined, easily serviced fuel metering system. Mikuni Carburetion has helped Suzuki motorcycles win race after race, and has proven itself on the international salt waters of commercial fishing. It operates in harmony with reed valve induction and loop charging to deliver efficient and economical performance.

POINTLESS ELECTRONIC IGNITION (MODELS DT5 THRU DT140)

PEI is a solid state ignition system that produces a high-voltage spark with no moving parts. No points to adjust, fail or wear out. It always delivers a smooth, steady spark regardless of engine speed. Starts are fast and sure, even after long periods of non-operation. PEI even extends spark plug life.

THROUGH-THE-HUB PROP EXHAUST (MODELS DT9.9 THRU DT140)

The most efficient method yet devised for venting outboard engine exhaust. The pressure drop, created by a "hole in water" at the prop, draws exhaust gases out and improves the combustion cycle, thereby increasing power.

KEYSTONE PISTON RINGS (ALL MODELS)

These rings are beveled on the top edge so combustion gases can force them against the cylinder wall. This prevents blow-by and increases horsepower and fuel efficiency. Keystone rings also produce less friction, less wear, less carbon build-up on the piston ring grooves and a cooler running engine.

SUZUKI CORROSION PROTECTION (ALL MODELS)

There are a number of reasons why Suzuki engines last so long. The use of anti-corrosion aluminum alloys is one. Rustproof stainless steel nuts and bolts is another. But the best part is something you can't see ... Suzuki's exclusive plating technique: The aluminum body casting is first chemically sealed with a substance called Alodine. Next, a coating of epoxy is added. Then the entire casting is painted with polyurethane to retain its lustre for years. Corrosion simply can't get through.

SOUND-SEALED COWLING (MODELS DT9.9 THRU DT140) Suzuki engine cowlings are molded so they're impervious to salt and fresh water corrosion. The inside of the cowling is covered with a sound-deadening foam, and a gasket is fitted to the bottom. Together with Suzuki's underwater exhaust, these cowlings ensure a system that seals noise in ... water out.

FORWARD/NEUTRAL/REVERSE GEAR-SHIFT (MODELS DT5 THRU DT140)

This transmission system glides smoothly into place. The gearshift lever is conveniently located for control and comfort. Models DT8 and above are equipped with neutral start interlock, a built-in safety feature that requires the gearshift to be in the "neutral" position before the engine will start.

ANTI-VIBRATION MOUNTS (MODELS DT9.9 THRU DT140)

These specially formulated rubber mounts are strategically located to absorb the slightest engine vibrations. They promote smooth and quiet operation regardless of boat speed or water conditions.

PROTECTIVE PROPELLER BUSHINGS (MODELS DT3.5 THRU DT140)

Suzuki propellers contain a specially formulated rubber bushing that works like a built-in shock absorber to protect drive shaft and internal gears from sudden shocks caused by gear shifting and acceleration.

STAINLESS STEEL WATER PUMP AND SHAFT (ALL MODELS)

Unlike some outboard engines that use plastic water pumps and ordinary steel shafts, Suzuki uses stainless steel for these parts. Result: shafts are more corrosion resistant and water pumps are less likely to crack.

THROTTLE-MOUNTED KILL SWITCH. (MODELS DT3.5 THRU DT50)

By putting the engine kill switch into the front of the throttle grip, all controls necessary for the safe and efficient operation of a Suzuki are within the palm of your hand.

LOOP CHARGING (ALL MODELS)

Loop charging uses domed pistons and cylinder heads along with directional intake and exhaust cavities to swirl more mixture into the combustion chamber and forces more exhaust gas out of the cylinder. And more mixture means more power.

SPECIFICATION CHART

| Model | DT2 | DT3.5 | DT5 | DT8 | DT9.9 | DT16 | DT25M | DT25E | DT40M | DT40E | DT50M | DT50E | DT65 | DT85TC | DT115TC | DT140TC | |
|--|--------------------------------------|-------------------------|--------------------------------------|--------------------------------------|---|---|--|--|--|--|--|---|--|--|---|---|---|
| Shaft | 15" | 15" & 20" | 15" & 20" | 15" & 20" | 15" & 20" | 15" & 20" | 15" & 20" | 15" & 20" | 15" & 20" | 15" & 20" | 15" & 20" | 15" & 20" | 15" & 20" | 20" | 20" | 20" | |
| Weight (lbs.) | 22 | 40 & 41 | 56 & 57 | 60 & 61 | 88 & 90 | 88 & 90 | 115 & 117 | 119 & 121 | 143 & 147 | 154 & 157 | 179 & 183 | 179 & 183 | 179 & 183 | 249 | 346 | 346 | |
| No. of Cylinders | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 4 | 4 | |
| Piston Displacement | 50 (3.1cu.in.) | 70 (4.3cu.in.) | 113 (6.9 cu.in.) | 164 (10.0 cu.in.) | 256 (15.6 cu.in.) | 284 (17.3 cu.in.) | 447 (27.3 cu.in.) | 447 (27.3 cu.in.) | 617 (37.7cu.in.) | 617 (37.6 cu.in.) | 723 (44.1 cu.in.) | 723 (44.1 cu.in.) | 798 (48.7 cu.in.) | 1,197 (73.0cu.in.) | 1,773 (108.2cu.in.) | 1,773 (108.2cu.in.) | |
| Bore x Stroke (mm) | 41 x 37.8 | 46 x 42 | 43 x 39 | 50 x 42 | 56 x 52 | 59 x 52 | 68 x 61.5 | 68 x 61.5 | 76 x 68 | 76 x 68 | 80 x 72 | 80 x 72 | 84 x 72 | 84 x 72 | 84 x 80 | 84 x 80 | |
| Horsepower (at prop) (PS) | 2 | 3.5 | 5 | 8 | 9.9 | 16 | 25 | 25 | 40 | 40 | 50 | 50 | 65 | 85 | 115 | 140 | |
| Operating Range | 4200-4800 | 4800-5000 | 4800-5500 | 5200-5700 | 4500-5500 | 5200-5700 | 5200-5700 | 5200-5700 | 4800-5500 | 4800-5500 | 4800-5500 | 4800-5500 | 4800-5500 | 4800-5300 | 4800-5300 | 4800-5300 | |
| Starting | Manual | Manual | Manual | Manual | Manual | Manual | Manual | Electric | Manual | Electric | Manual | Electric | Electric | Electric | Electric | Electric | |
| Choke | Manual | Manual | Manual | Manual | Manual | Manual | Manual | Electric | Manual | Electric | Manual | Electric | Electric | Electric | Electric | Electric | |
| Fuel Tank Capacity | 1.2 liters (0.3 gal) | 1.4 liters (0.4 gal) | 15 liters (4.0 gal) | 15 liters (4.0 gal) | 23 liters (6.1 gal) | 23 liters (6.1 gal) | 23 liters (6.1 gal) | 23 liters (6.1 gal) | 23 liters (6.1 gal) | 23 liters (6.1 gal) | 23 liters (6.1 gal) | 23 liters (6.1 gal) | 23 liters (6.1 gal) | 23 liters (6.1 gal) | 23 liters (6.1 gal) | 23 liters (6.1 gal) | |
| Ignition | Flywheel Mag | Flywheel Mag | Suzuki P.E.I. | Suzuki P.E.I. | Suzuki P.E.I. | Suzuki P.E.I. | Suzuki P.E.I. | Suzuki P.E.I. | Suzuki P.E.I. | Suzuki P.E.I. | Suzuki P.E.I. | Suzuki P.E.I. | Suzuki P.E.I. | Suzuki P.E.I. | Suzuki P.E.I. | Suzuki P.E.I. | |
| Lighting Coil | N/A | 12V 30W (OP.) | 12V 80W (OP.) | 12V 80W | 12V 80W | 12V 80W | 12V 80W | 12V 80W | 12V 80W | 12V 80W | 12V 80W | 12V 80W | 12V 80W | 12V 80W | 12V 80W 200W (OP.) | 12V 80W 200W (OP.) | 12V 80W 200W (OP.) |
| Vibration Mounting System | Bushing Type | Bushing Type | Bushing Type | Bushing Type | Shear Mount | Shear Mount | Shear Mount | Shear Mount | Shear Mount | Shear Mount | Shear Mount | Shear Mount | Shear Mount | Shear Mount | Shear Mount | Shear Mount | |
| Trim Positions | 4 | 5 | 5 | 5 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | |
| Fuel Mixture | 50:1 | 50:1 | 50:1 | 50:1 | 50:1 | 50:1 | 50:1 | 50:1 | 50:1 | 50:1 | 50:1 | 50:1 | 50:1 | Oil Injection | Oil Injection | Oil Injection | |
| Gear Ratio | 12:23 | 12:23 | 12:23 | 12:23 | 12:23 | 12:23 | 12:21 | 12:21 | 12:25 | 12:25 | 12:23 | 11:24 | 12:23 | 13:27 | 13:26 | 13:26 | |
| Exhaust | Under Water | Under Water | Under Water | Under Water | Thru the Prop | Thru the Prop | Thru the Prop | Thru the Prop | Thru the Prop | Thru the Prop | Thru the Prop | Thru the Prop | Thru the Prop | Thru the Prop | Thru the Prop | Thru the Prop | |
| Impact Protection | Shear Pin | Shear Pin | Shear Pin | Shear Pin | Rubber Safety Clutch | Rubber Safety Clutch | Rubber Safety Clutch | Rubber Safety Clutch | Rubber Safety Clutch | Rubber Safety Clutch | Rubber Safety Clutch | Rubber Safety Clutch | Rubber Safety Clutch | Rubber Safety Clutch | Rubber Safety Clutch | Rubber Safety Clutch | |
| Propeller Size (inch) (*indicates standard) | 3x7.4x4.5* 3x7.4x4.8 3x7.4x5.3 | 3x7.4x5.3 3x7.5x5.9* | 3x7.9x5.1 3x7.9x5.9 3x7.9x6.7* | 3x7.9x6.7* 3x7.9x9.1 3x8.5x7.1 | 3x9¼x7 3x9¼x7½ 3x9¼x8* 3x9¼x8½ 3x9¼x9 | 3x9¼x7 3x9¼x7½ 3x9¼x8 3x9¼x8½ 3x9¼x9* | 3x9¼x8 3x9¼x8.5 3x9¼x9* 3x9.5x9.5 | 3x9¼x8 3x9¼x8.5 3x9¼x9* 3x9.5x9.5 | 3x9¼x8 3x9¼x8.5 3x9¼x9* 3x9.5x9.5 | 3x11.6x12 3x11.5x13* 3x11.3x14 3x11.1x16 3x11.0x17 | 3x11.6x12 3x11.5x13* 3x11.3x14 3x11.1x16 3x11.0x17 | 3x11.6x12 3x11.5x13 3x11.3x14 3x11.1x16 3x11.0x17 | 3x11.6x12 3x11.5x13 3x11.3x14 3x11.1x16* 3x11.0x17 | 3x11.6x12 3x11.5x13 3x11.3x14 3x11.1x16* 3x11.0x17 | 3x13.5x15 3x13.2x17 3x13.0x19* 3x13.0x21 | 3x13.5x15 3x13.2x17 3x13.0x19* 3x13.0x21 | 3x13.5x15 3x13.2x17 3x13.0x19 3x13.0x21* |

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SUZUKI reserves the right to change, without notice, equipment, specifications, colours, materials and other items to apply to local conditions. Each model may be discontinued without notice. Please inquire at your local dealer for details of any such changes. Actual body colours may differ slightly from the colours in this brochure.

ACCESSORIES

SPORTSMAN'S CAP, PATCH, AND DECALS Cap has fully adjustable headband—one size fits all. Patches are embroidered in full color. Decals are silk-screened on pressure sensitive material.

SUZUKI MARINE LUBRICANT Specially formulated two-stroke lubricant dramatically improves engine performance; helps prevent carbon built-up. BIA certified.

POWER TILT AND TRIM A standard feature on the DT85, DT115 and DT140. This convenient unit comes with a thumb-activated switch on the control box which provides maximum tilt or trim angles in one smooth motion. Suzuki's power tilt and trim is also available as an optional accessory for the DT50 and DT65.

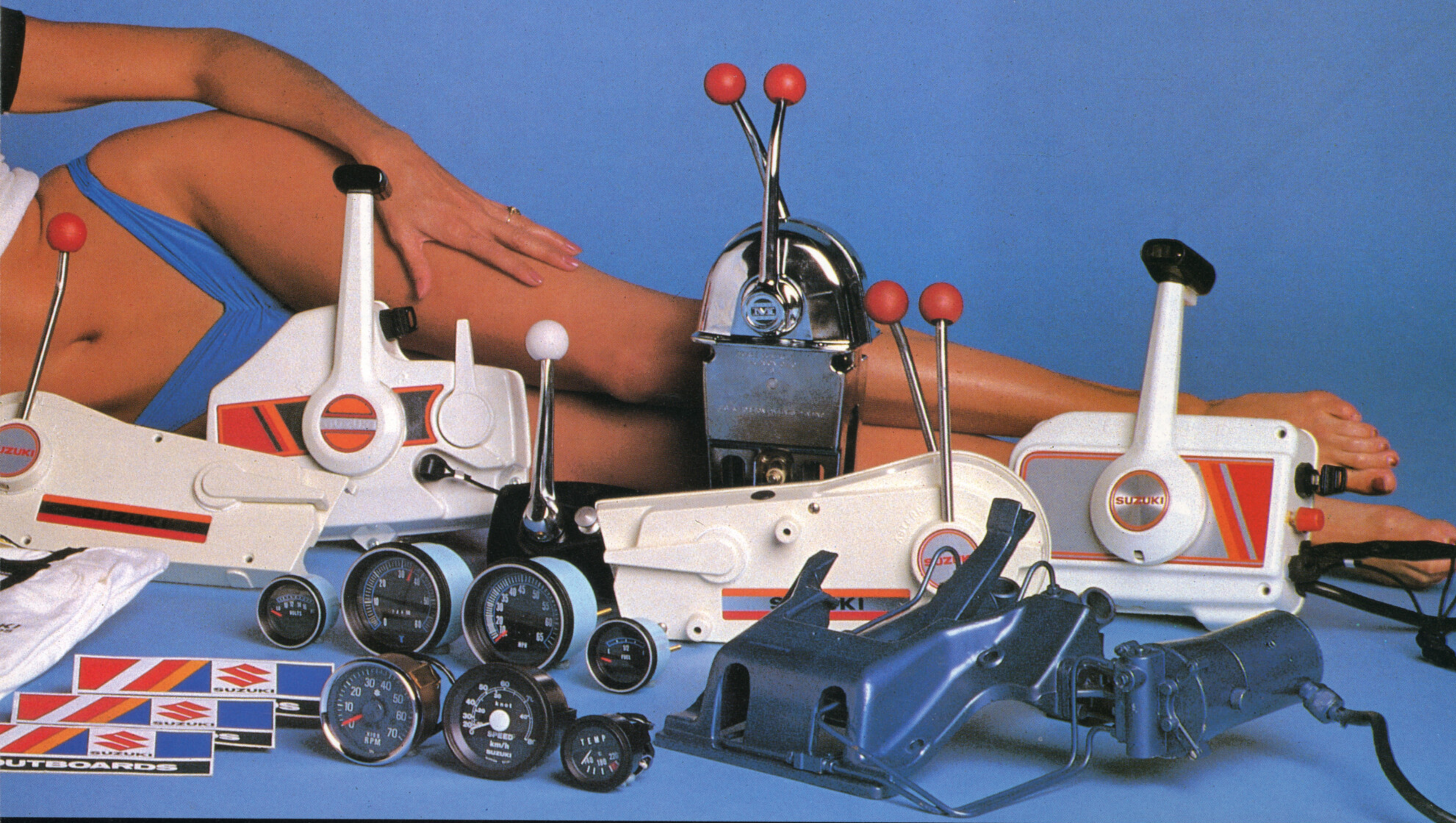
TRIM ANGLE AND SENSOR GAUGE This feature is standard with the DT115 and DT140. This built-in sensor tells you at a glance when you've reached the best trim angle for optimum performance. The sensor and gauge are available as optional accessories for the DT50, DT65 and DT85.

FUEL TANK Four-gallon tank is standard with DT5 and DT8; optional with DT3.5. A six-gallon tank (with built-in fuel gauge) which is standard with DT9.9 and above and can also be used with DT3.5, DT5, and DT8.

TOOL KITS Every Suzuki outboard comes with a handy tool kit in its own convenient carrying pouch.

SUZUKI T-SHIRTS Silk-screened design on 50%/50% fabric blend T-shirt in sizes S-M-L-XL.







OUTBOARDS

U.S. SUZUKI MOTOR CORPORATION
3251 East Imperial Highway Brea, California 92621

